

The National Household Travel Survey



**Nancy McGuckin for the
Travel Model Improvement Program, October 2007**

About the NHTS...

A snapshot of travel by people in the U.S.

Conducted periodically since 1969

Only national source of trends in daily travel

All trips, all purposes, all modes, all times of day

Survey Features:

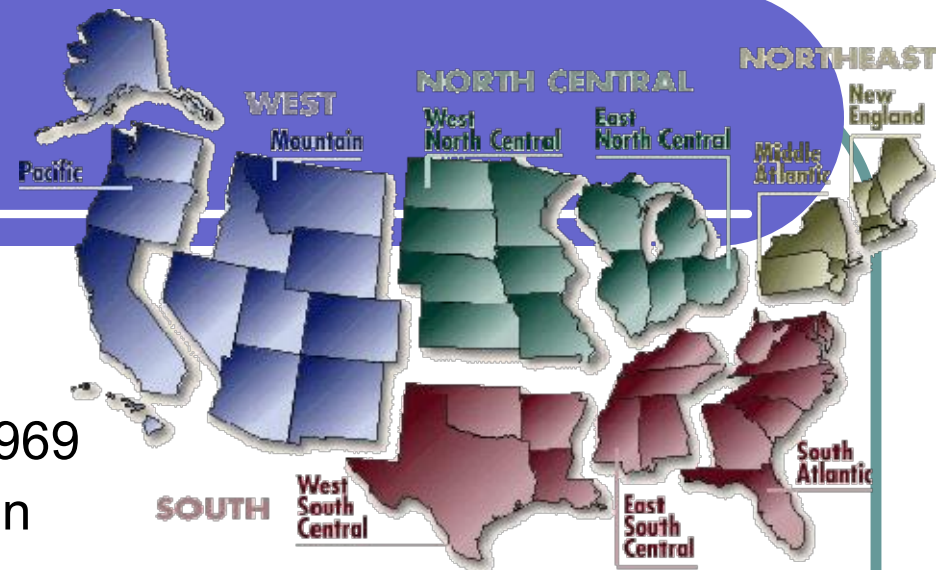
Samples from all regions and rural and urban areas

Conducted in English and Spanish (CATI)

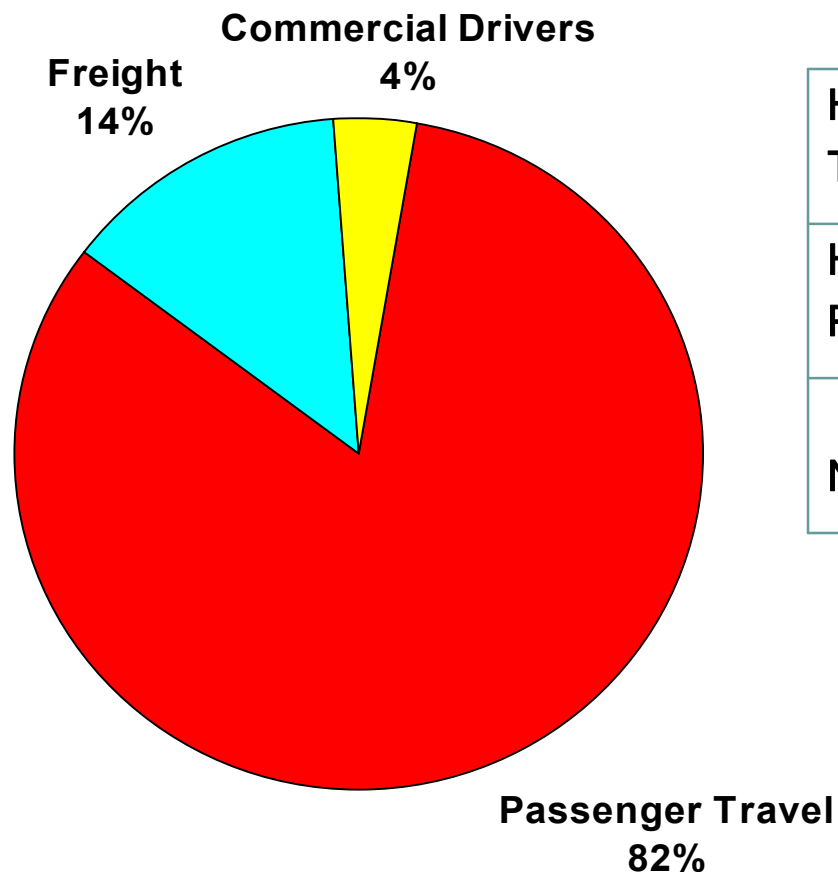
Single-day travel-diary covering 365 days

Pre-contact, Incentive, two stage survey

Weighted to represent annual and daily travel in the U.S.



The NHTS obtains information on the public's use of the transportation system

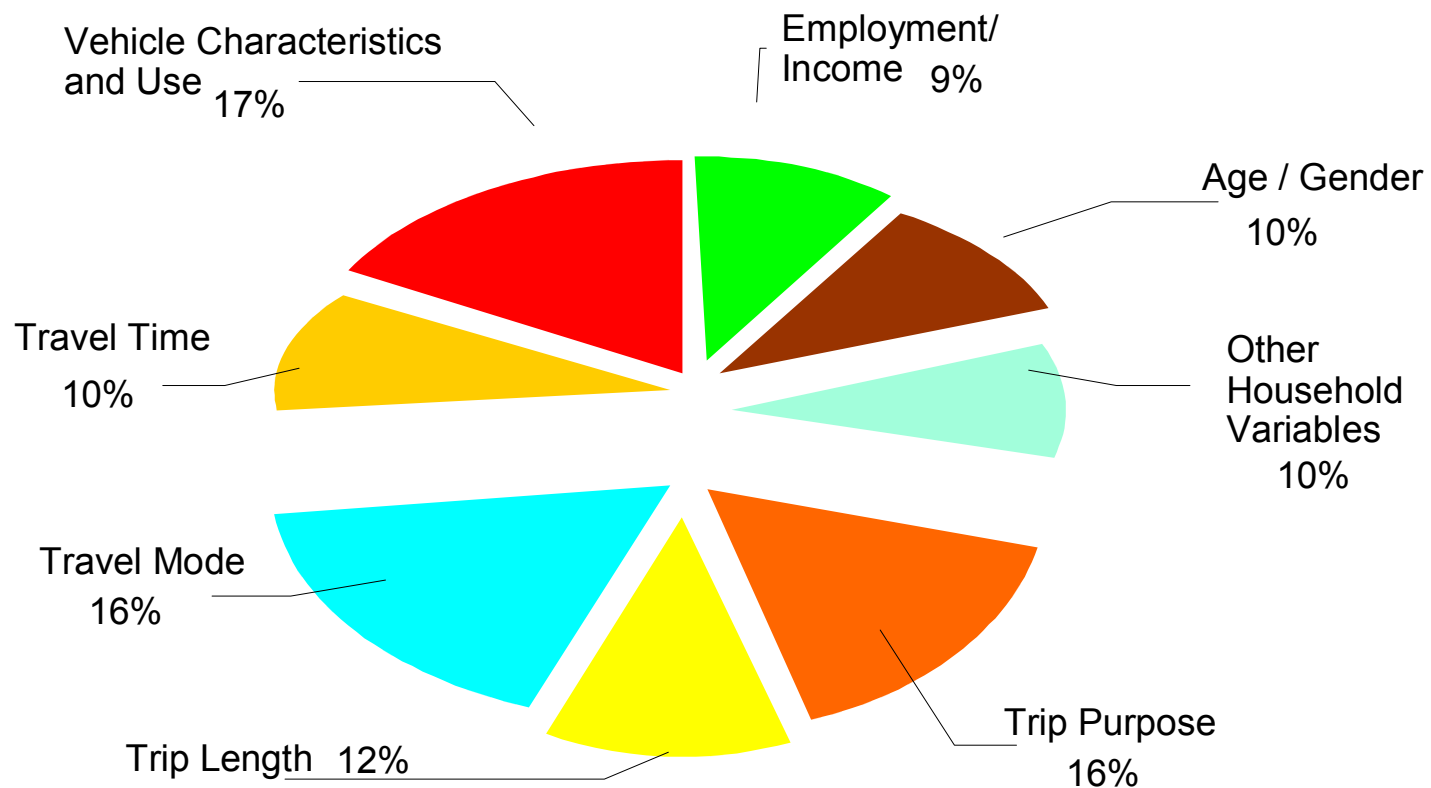


Highway Statistics Total VMT	(000,000s) 2,781,462
Highway Statistics Passenger Travel	2,282,890
NHTS 2001 VMT	2,281,863

Highway Statistics, 2001

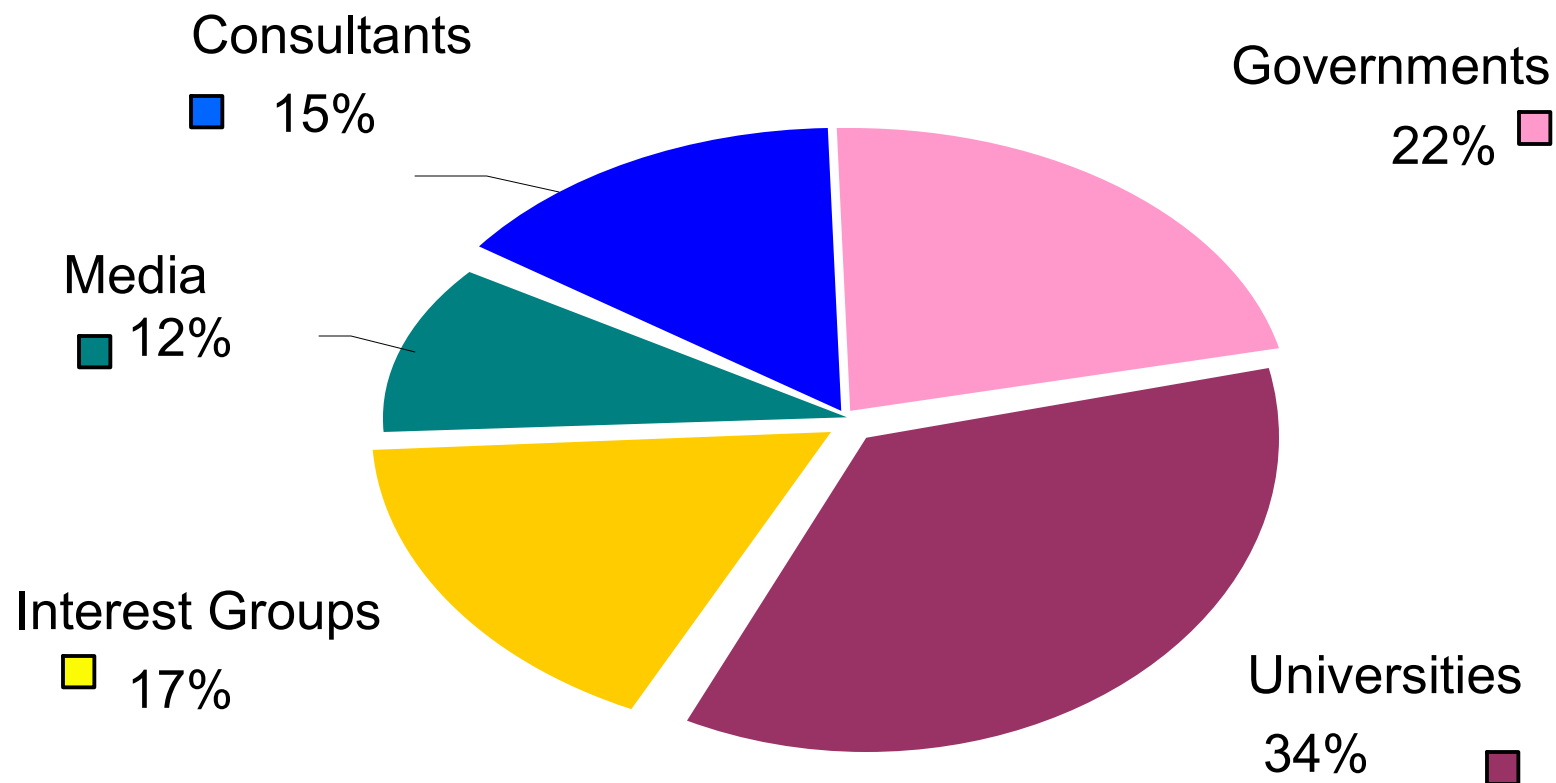
Vehicle, person, and trip details are linked with household and work characteristics

The most commonly used variables in 2001 NHTS



Source: "National Household Travel Survey Data Use: An Overview Prepared by: MacroSys Research and Technology for the Bureau of Transportation Statistics, 2005

The data are widely used...



Source: "National Household Travel Survey Data Use: An Overview Prepared by: MacroSys Research and Technology for the Bureau of Transportation Statistics, 2005

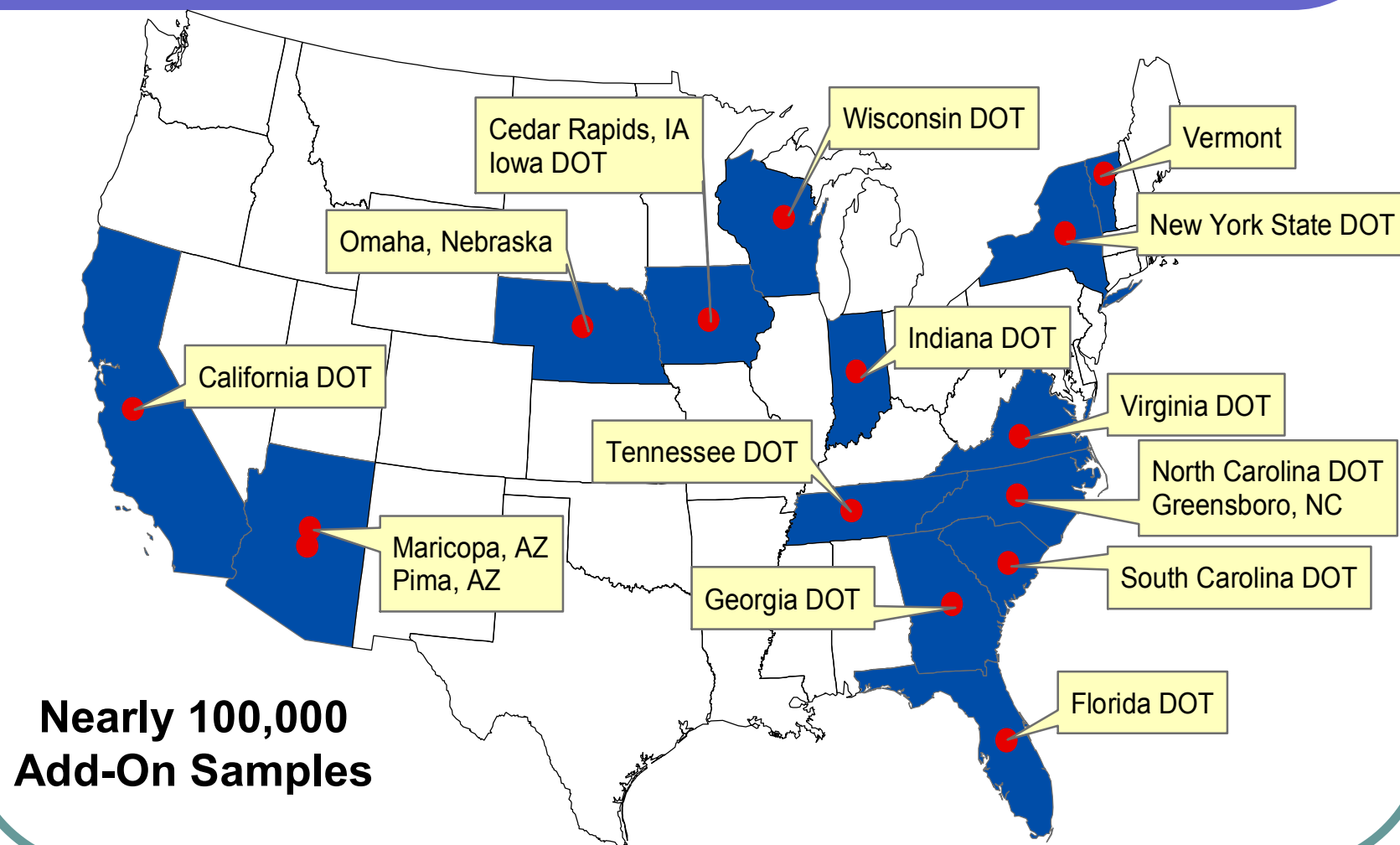
Status Of The 2008 NHTS

- Currently the national sample is not fully funded
- 18 states and metro areas have purchased nearly 100,000 Add-On samples for the 2008 NHTS
- Contractor selected, core questionnaire nearly final, methods testing complete, pretest scheduled

Preparation for the 2008 NHTS

- Content sessions with experts
 - Walk/bike, Telecommute, Senior/disability, Activity and health, non-motorized
- Methods testing
 - Travel for 5+, 50% households, reports within 7 days
- Outreach
 - Access/egress mode, occupation coding, flexibility of commute, current odometer reading
- Add-on coordination
- Cell phone sample will be included

2008 NHTS Add-On Program



New Core Data Items Of Interest:

- Frequency of self-employed and work at home instead of traveling to workplace
- Frequency of usual commute (# of days per week)
- Shopping by internet and delivery to household instead of traveling to store
- Number of years vehicle owned, current odometer, whether commercial
- All ages report walk and bike last week, travel party size for walk and bike on TD
- Safe routes to school section
- Whether trip included travel on freeway/interstate

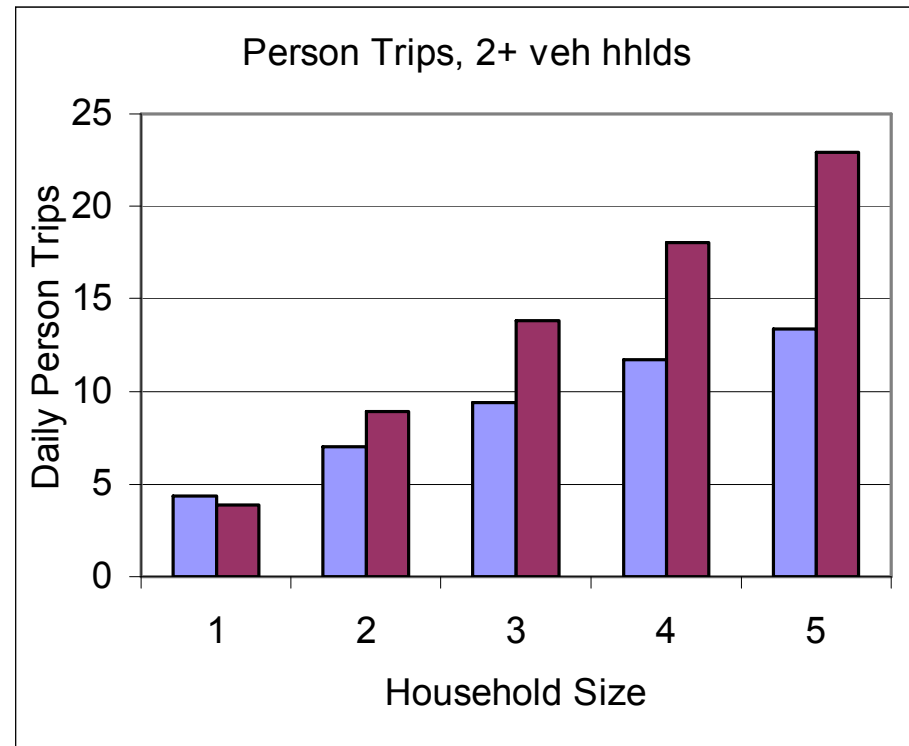
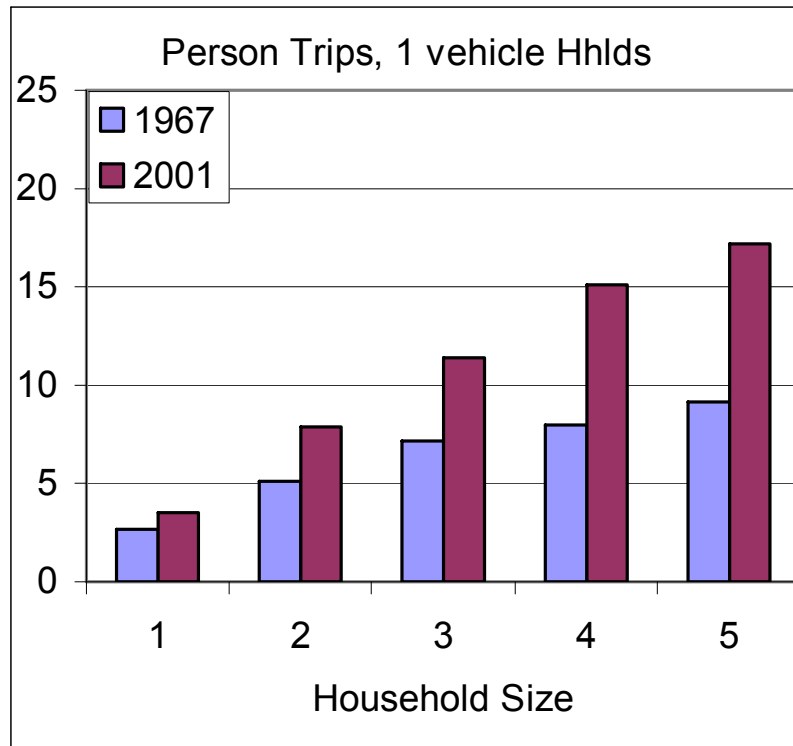
Add-ons are interested in:

- Walk time from parked vehicle (VA)
- Disabled walker's aids (canes, motorized scooters) (CA)
- Seasonal residents and reasons for choice of residential location (AZ and FL)
- Mode detail (NY and AARP)
- Reasons for not walking/taking transit (VA/CA)
- Priority issues (tolling, gas cost, congestion, oil independence) (GA)
- Motorcycle use (NJ, OH, FL)

How Can NHTS Data Help You?

- Inputs to Travel Demand Forecasting
- Air Quality Analysis
- Trend Analysis
- Safety Studies
- Trip Chaining
- Comparison with Census
- Special Analyses

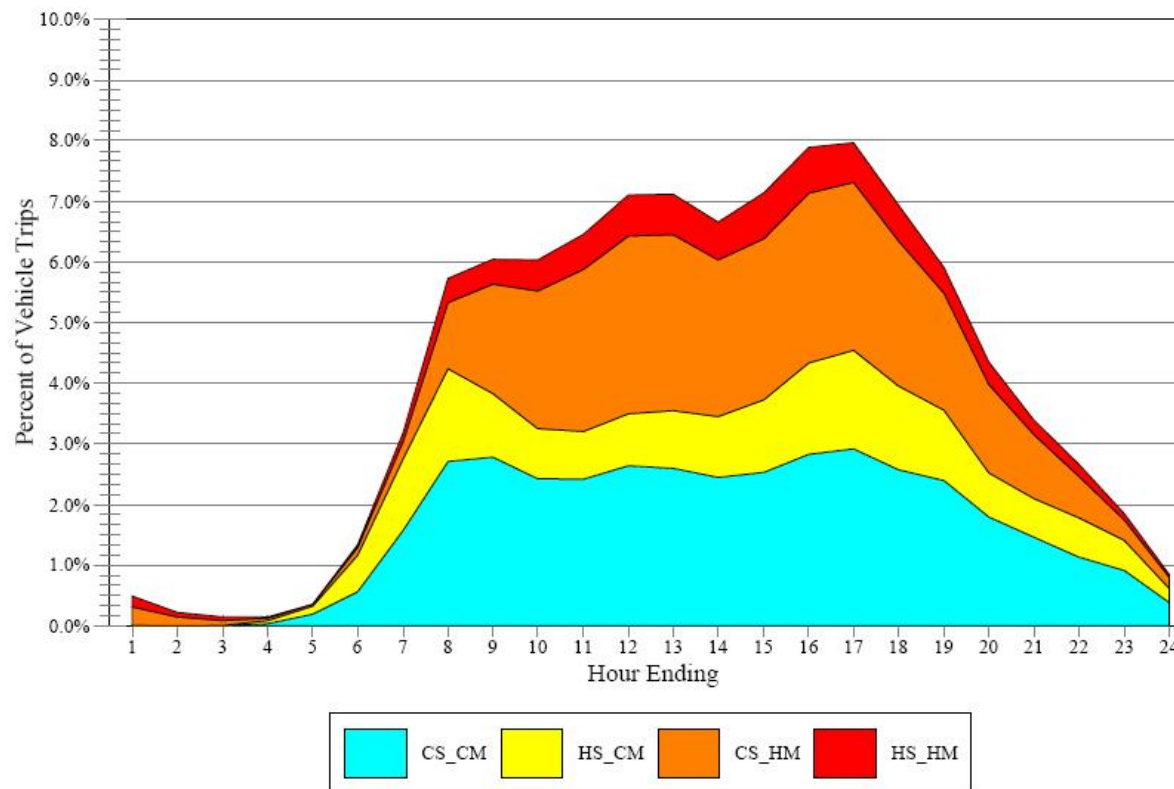
Inputs for TDF have changed dramatically so current data is vital...



New York Uses NHTS For Air Quality Analysis

Vehicle Starts, Trip Lengths by Time of Day and Vehicle Utilization

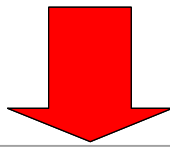
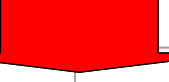
Engine Mode of Operation



Source: 2001 NHTS, Nate Erlbaum, NY DOT

Air Quality Analysis

Actual Travel Allows Us To Use The JTW More Effectively

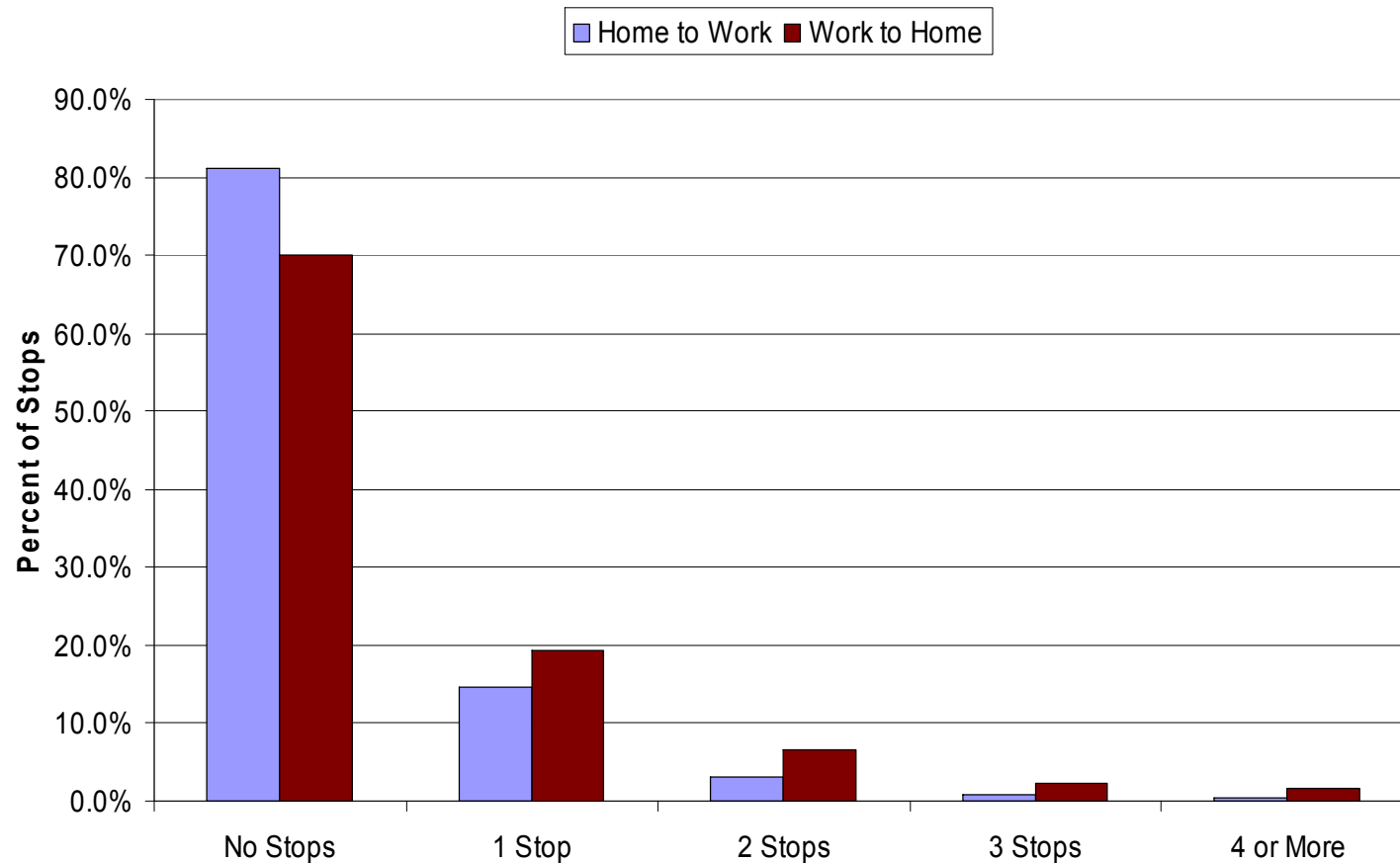
<i>"Usual" Mode is</i> 	<i>On Travel Day Took:</i> 					
	Drove Alone	Drove w/ Others	Took Transit	Walked	Biked	No Report/ Other
Drove Alone	89.8%	9.4%	0.1%	0.4%	0.1%	0.2%
Carpool	22.6%	74.5%	1.0%	1.4%	0.3%	0.2%
Transit	8.4%	10.0%	69.3%	8.5%	0.4%	3.3%
Walk	10.3%	9.0%	2.7%	77.3%	0.2%	0.5%
Bike	8.1%	10.1%	1.4%	7.7%	72.7%	0.1%

(comparison of 'usual' commute mode with mode to work on the travel day, 2001 NHTS)

Comparison to Census

And Shows Us The Commute Is More Complex...

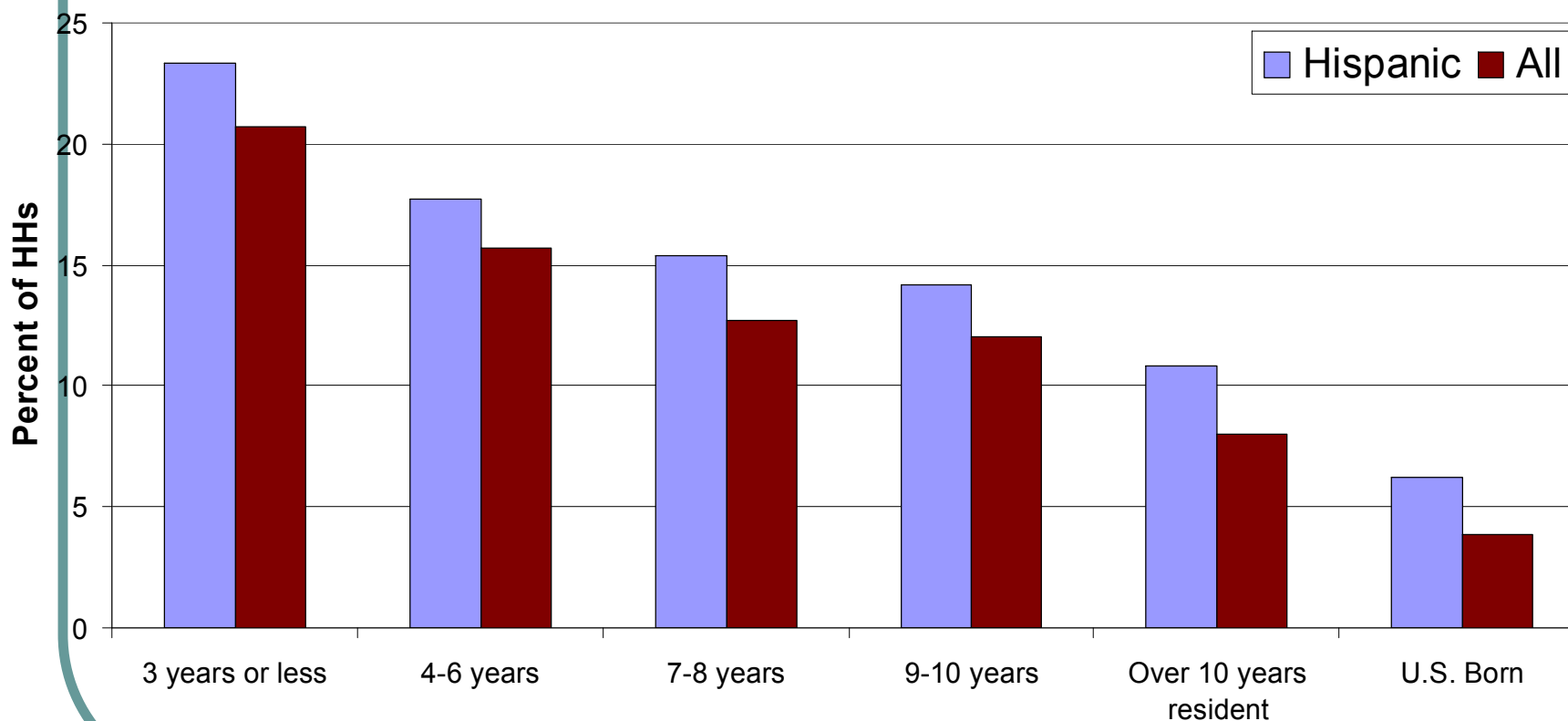
Number of Stops by Tour Type



Trip Chaining

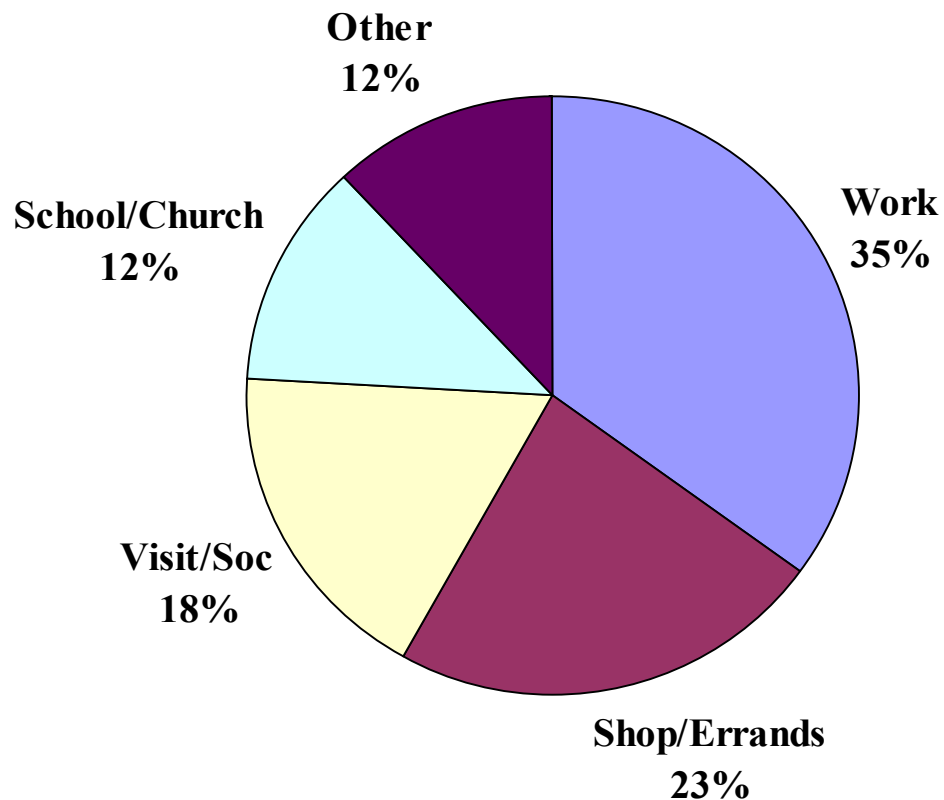
Special Populations Are Going To Be More Important In The Future....

Percent of Zero-Car Households by Years Resident in U.S.



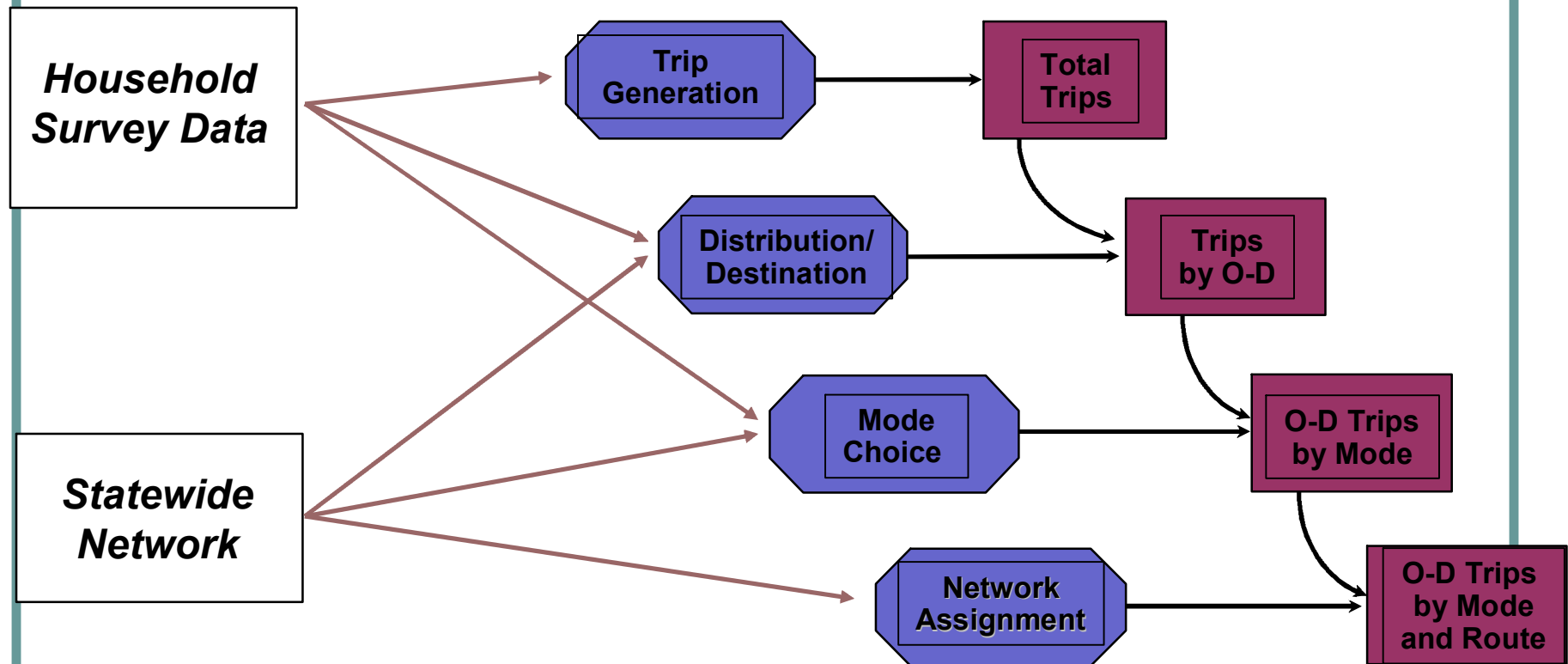
Understanding Other Modes More Valuable....

People take transit for many purposes...

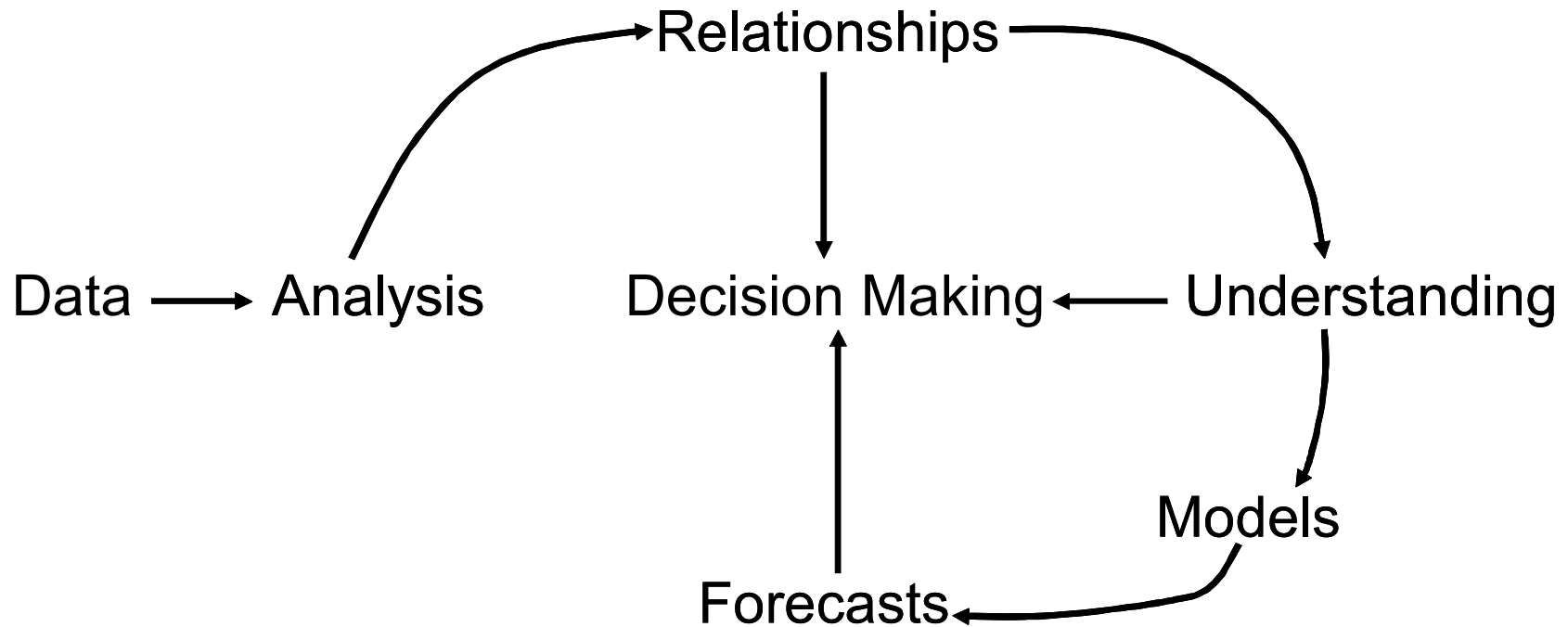


**....Not Just
Commuting**

Good Travel Survey Data Is Key For Travel Demand Forecasting:

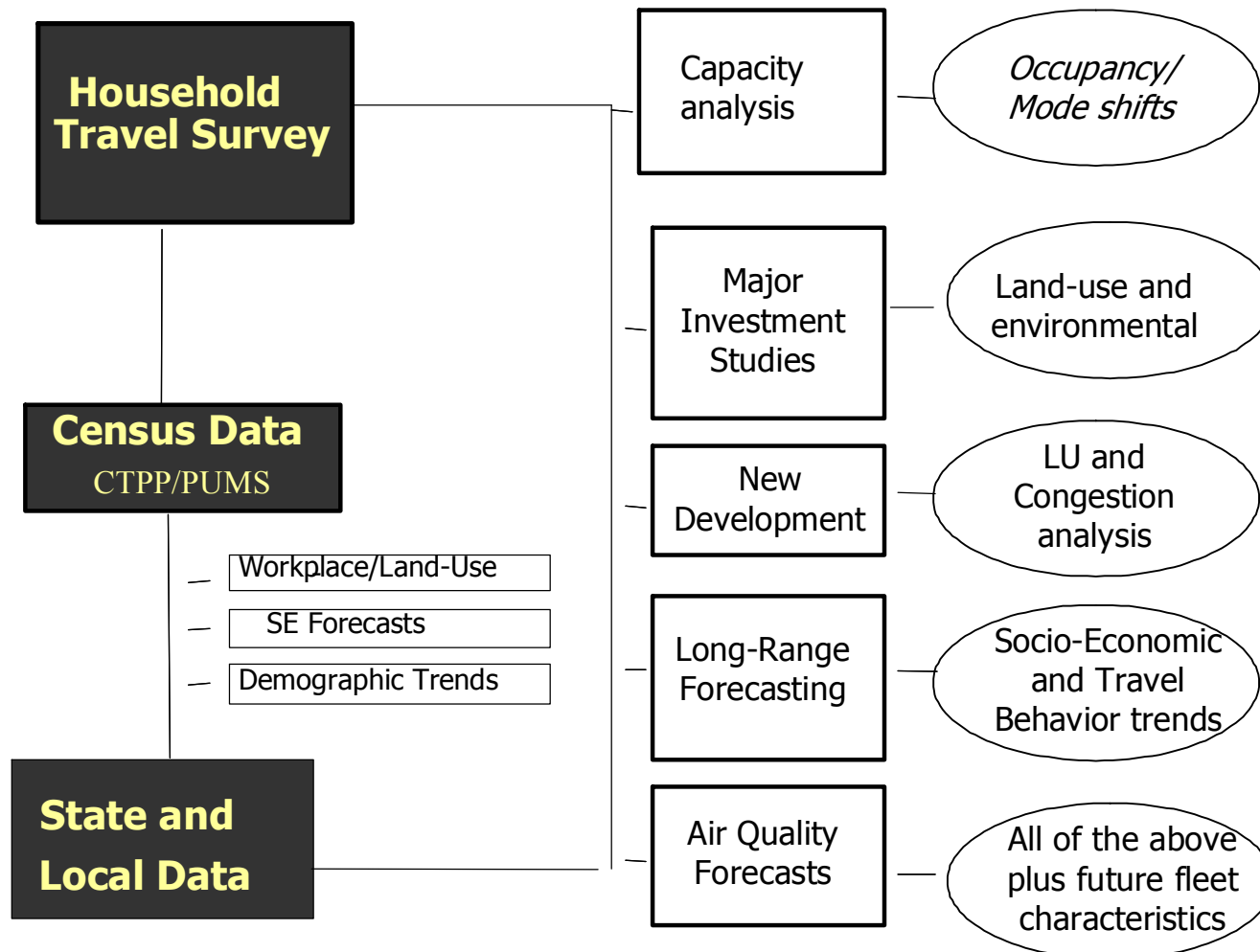


But what do decision makers want?



Without *data* we can't analyze the relationships that are part of the models that fuel the forecasts to help us make good decisions

They want planners to do more...



If we help you, will you help us?

- Encourage funding of the NHTS national sample
 - Continuation of trend data on key demographics and trip characteristics
- Support your local add-on to the 2008 NHTS
 - Regional VMT estimates, critical population group analyses, safety denominators, etc.
- Remind policy makers that data is critical for current analyses and future forecasts



Thank You!